

THE WRANGELL SENTINEL

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WRANGELL, ALASKA, THURSDAY, NOVEMBER 22, 1917

PRICE TEN CENTS

MARIPOSA IS WRECKED

**Finest Steamship in Alaskan Waters
Goes on Rocks at Strait Island Off
Point Baker—No Lives Lost**

**More Than Three Hundred Persons
Aboard—Cargo Valued at Almost
One Million Dollars**

**Vessel Was Built in Philadelphia Thirty-five
Years Ago—Could Not Be Duplicated Today
for Two and a Half Million Dollars—Was Soon
to Have Been Commandeered by the Govern-
ment.—Possibility That She May Be Saved.**

Sunday morning at 5:30 o'clock the Mariposa struck a rock at Strait Island, off Point Baker, about 50 miles west of Wrangell. No lives were lost. From first reports it was thought that the Mariposa would be a total loss, but now there is believed to be a possibility of the vessel being saved.

The Mariposa is now under water abaft of her after mast, with all of her aftercabin washed away. She is resting securely on a rock abaft of her fore rigging. Both of her anchors are out and there is little chance of her slipping. It will be possible to get freight out through her forward hold and a considerable portion of her cargo may yet be saved. The captain, boatswain, and freight clerk are still at the scene of the wreck.

The Mariposa had 269 passengers aboard. Of these almost one hundred were women, and there were also a number of babies. It was almost a miracle that no one was hurt, although some of the passengers were thrown out of their berths by the shock.

Fortunately the sea was perfectly calm and the passengers were taken in life boats to the nearby island with very little difficulty. The weather has since been stormy, and had the wreck occurred twelve hours later it would have been almost impossible to have taken the passengers from the ship.

As soon as the Mariposa struck the rock wireless S. O. S. calls were made and the Curacao and the Ravalli were among the first to respond. The Curacao arrived in Wrangell at 10:30 Sunday night with 232 of the Mariposa passengers. The Ravalli and the Santa Ana arrived a little later with the remainder of the passengers.

The Jefferson was in port south-bound when the Curacao arrived at Wrangell. The Curacao tied up alongside the Jefferson and 128 of the Mariposa passengers, mostly women, were transferred from the Curacao to the Jefferson. Many other Mariposa passengers were anxious for passage on the Jefferson, but there was no room. The remainder of the passengers are still in Wrangell. They are a wonderfully optimistic crowd of good fellows and have been spending their time here admiring the totems and enjoying the delightful weather of Southeastern Alaska's banana belt.

All hand baggage on the Mariposa was saved. The greater portion of the checked baggage—

perhaps all of it—has been saved. A gasboat had four life boats loaded with baggage in tow when the current became so strong that it had to cut the life boats loose. It was supposed that this baggage would be lost, but on Monday the light house tender Cedar picked up the four life boats filled with baggage at Reed's bay ten miles from where the shipwreck occurred. The light house tender Fern arrived in Wrangell Tuesday evening bringing the Mariposa's baggage.

The Mariposa's cargo consisted in part of 1200 tons of very high grade copper ore, the most of which was in sacks, eight thousand cases of salmon, 65 boxes of fresh halibut, and considerable miscellaneous cargo. The value of the cargo is estimated at between \$750,000 and \$1,000,000.

Ninety-three members of the crew were brought in on the Santa Ana Monday. The crew were sent to Seattle on the Santa Ana and Ravalli, both vessels leaving Wrangell early Tuesday morning.

The light house tender Cedar arrived in Wrangell Tuesday evening bringing Chief Engineer J. M. Callias, First Mate Thompson, Second Mate Lund.

At 9:30 Sunday night the wireless operator on the Mariposa gave the good-bye signal. This was a few minutes after he had reported that the vessel was slipping. No further message was received during the night and this was considered conclusive evidence that the Mariposa had sunk. At 9:15 Monday morning another vessel sent a wireless message stating that the bow of the Mariposa was out of the water. This revived the hope that the vessel might yet be saved.

The mail was all saved and taken to Seattle on the Jefferson by Mail Clerk Lund of the Mariposa.

The Mariposa has been wrecked five times since she has been plying in Alaskan waters. It may be said to the credit of Captain O'Brien that none of the wrecks occurred when he was on the bridge.

The wreck occurred at one of the most perilous passages of the "Inside" route. In fact it is out of the usual channel of traffic. The Mariposa went out of her way to call at Shakan to take on a shipment of salmon, and this accounts for her being in the vicinity of Strait Island. About three years ago the Delhi was wrecked in almost the same place.

The Mariposa was built in Wm.

H. Chramps shipyards in Philadelphia in 1883 at a cost of \$800,000. She could not be duplicated today for \$2,500,000. For years she was on the run between San Francisco and Australia. Later she was on the run between San Francisco and Tahiti, in the South Sea Islands. For several years she has been on the Alaska run and was one of the most popular vessels plying in Alaskan waters. She was soon to have been commandeered by the government and placed on the San Francisco Honolulu run.

The name "Mariposa" is Spanish. It means "Butterfly."

Delegate Sulzer and family were aboard the Mariposa en route to Washington. They continued their journey on the Jefferson.

Bishop P. T. Rowe and family were aboard. They will sail south on the Princess Sophia.

The Sentinel was unable to obtain a complete passenger list as the original copy was sent to Seattle on the Jefferson. However Purser Morgan last evening very courteously furnished the following list of Mariposa passengers who are still in Wrangell:

L. V. French, E. P. Bemis, Wm. Hartney, N. J. Smith, J. P. Dykorn, G. Bakes, T. Marvis, Ed. Briggs, W. Peterson, M. Pillman, R. C. Erchinger, Meyer Blum, Mrs. Blum, Miss Johnson, D. Weir, A. Kaplan, J. C. Quayley, A. Mears, H. Lacey, Miss Ruth Chandler, Miss M. King, T. T. Walkinshaw, Harry Sozantoff, N. Agus, Ed. Wankowski, E. V. Stevens, M. Ellingson, N. Christianson, Oscar Olson, V. Kombal, C. Micaliadis, E. W. Stalbird, L. Warren, H. M. Bates, P. Stockan, Geo. Max Esterley, F. A. Hotchkiss, H. F. Andrus, M. G. Robbins, P. Cackasla, Wm. Suckling, C. G. Goodall, W. D. Rickea, A. Goodman, Harry Duke, R. E. Brown, C. R. Brick, C. E. Breechea, L. H. Carvey, H. Vance, L. P. Cole, F. Vance, Mrs. Vance, S. Pierson, H. T. Howe, Mrs. Howe and child, John Graff, Mrs. T. Taeger, Bishop Rowe, Mrs. Rowe and child, Wm. West, E. L. Badell, A. Ingels, E. Ideboff, M. Mudra, A. Condal, Paul Bolsh, Sam Daloff, Sam Tonis, N. Broderick, J. Vlahes, L. Shashich, J. Havinch, T. Somich, E. Gramis, G. Papos, Tom Lara, Eli Kuga, S. Albra, G. George, John Murphy, M. Hanlon, A. H. Cook, Wm. Winkle, Tom Gallagher, Louis Clavis, H. E. Fitz, Wm. Litman, Max Poehlman.

A number of small vessels have gone from Wrangell to the wreck, among them being the Cedric, Ole Ottesen, captain; the Glenora, Walter Waters, captain; the Myrtle, Wm. H. Lewis, captain; the Harold, L. A. Olsen, captain.

M. G. Kennedy, chief on the Manhattan which was sunk in Southwestern Alaska a few days ago was aboard the Mariposa. He says the report that 29 of the crew were lost was false as all were saved. The Manhattan was owned by the New England Fisheries of Vancouver. Mr. Kennedy was surprised to meet in Wrangell Thomas Dalgity whom he had known in Astoria years ago.

Bishop P. T. Rowe and family were aboard the Mariposa. They will leave for Seattle on the Princess Sophia tomorrow. From Seattle Bishop Rowe will go to Washington for the purpose of obtaining a title to the property on which the Episcopal mission at Nenana is located.

DR. PIGG HONORED BY MOOSE

**Largely Attended Banquet.—The
Doctor Presented With Beautiful Watch Fob**

Probably the most largely attended and enthusiastic meeting of the Moose lodge since it was instituted was held Friday night. It was in the nature of a farewell to Dr. Pigg, the dictator, who was to leave Wrangell Monday to enlist in the service of his country.

There were twelve candidates to be initiated, but owing to the absence from town of three, only nine were inducted into the mysteries of the order. They were: Messrs. C. M. Coulter, Charles Benjamin, Fred B. Leonard, Eugene M. Link, G. H. Tozier, John James Arola, I. P. Nore, Fred Dahl, Karl Dyrendal. The candidates all went through the ordeal well. Of Mr. Link it may be said that although he was the youngest candidate he outshined all of his elders.

Following the initiatory ceremonies there was a banquet at which covers were laid for more than fifty persons. During the banquet appropriate speeches were made and many remarks of felicitation and deep regard for Dr. Pigg were expressed. The lodge presented Dr. Pigg with a beautiful watch fob the presentation speech being made by the toastmaster. Dr. Pigg made a most little speech of acceptance in which he spoke feelingly. He said he hoped the beautiful little memento would see service at the front in France, and that if he was ever so fortunate as to return to Alaska he would be sure to have the fob with him as he prized it to the extent that he expected to wear it as long as he lived. The affair closed with the singing of "Blest Be the Tie That Binds," led by Dr. Bulkley.

REDMEN'S SOCIAL

**First Event of Season is a
Success**

The Redmen gave their first social this season in their hall Tuesday evening.

Progressive whist furnished the amusement during the early part of the evening. When scores were counted the following prizes were awarded: Ladies' first prize, Mrs. J. L. Bulkley; ladies' consolation, Mrs. E. B. Mitchell; men's first prize, Charles Nelson; men's consolation, Max Paeheleman.

Following the card party a lunch was served, after which the company were invited down stairs for dancing which was indulged in with keenest pleasure until after 1 o'clock.

Several guest off the late Mariposa were present among them being Mr. and Mrs. Myer Blum, of Valdez, Mr. and Mrs. H. T. Howe of Seward, Misses King and Chandler of Anchorage, Miss Johnston of Valdez, Mr. Jas. Breck of Anchorage, Mr. Max Poehlman of Seward.

The Shamrock III bound for Tacoma with a load of codfish and salmon reached Prince Rupert last week in an almost sinking condition. The boat hit a rock in Unright sound. She had to be beached for repairs.

The hotels and restaurants of Juneau have decided upon Friday as a meatless day.

CABLE NEWS

London.—Cambrai, center six railways, chief depot center for German communication lines in central France is under the fire of British field guns today.

London.—Byng's victory has redeemed one hundred square miles of French territory that has been held by the Germans since the fall of 1914.

London.—General Haig reports savage fighting continuing this afternoon in the mud and rain. Tanks, cavalry, and infantry all in action.

Amsterdam.—Extension of German barred zone for shipping to include Azores and Greek waters it was announced in Berlin today. The statement described the Azores as containing hostile bases for Atlantic navigation.

Lincoln.—Governor Keith Neville of Nebraska filed his resignation today to accept colonelcy Seventh regiment of the Nebraska National Guard which soon enters the service.

Rome.—Teutons have made seven attacks between Piave and Brenta rivers in the past thirty hours.

London, Nov. 21.—Hindenburg line broken to depth of four miles the war office today announces. British stormed first system of defense on whole front between St. Quentin and Scarpe river. Infantry and tanks pressed on. Captured second system of defense more than a mile beyond. Attack begun yesterday by third army. No artillery preparation. Germans taken completely by surprise.

H. A. Duke, who was the popular chief steward on the lamented Al-Ki, and who has been sailing in Alaskan waters since '97, was aboard the Mariposa when she was wrecked.

Jack Fury who has been in the employ of the St. Michael Trading Co. Dock for several months left for the States on the City of Seattle. Kenneth Talmage who recently resigned as captain of the Uncle Dan, succeeded Mr. Fury at the dock.

Captain R. Robertson, manager of the Tenackee Packing Co., was aboard the City of Seattle Saturday en route to the States. While the vessel was in port Captain Robertson called on his friend, Wm. Patterson whom he knew in California twenty years ago.

Bishop R. J. Crimont of the diocese of Alaska, held services in the Catholic church Sunday. He will return to Juneau on the Despatch. This is Bishop Crimont's first visit to Wrangell since his consecration.

Thomas Dryden, a popular young travelling salesman, who is well known to the merchants of Wrangell, and whose presence has often been noted at the Presbyterian church, has received notice that he will be drawn on the second draft.

F. F. W. Lowle, general agent for the C. P. R. spent Saturday and Sunday in Wrangell. Mr. Lowle says that Wrangell is on the C. P. R. map, and that business from here the past year has been very satisfactory. He states that a certain number of state-rooms are reserved for Wrangell each trip, and that a C. P. R. agent at Juneau or Skagway would no more think of selling a ticket calling for rooms in Wrangell's allotment than he would of selling a ticket calling for passage between two Alaskan ports.

WRANGELL WILL CONSERVE FOOD

**"Meatless" and "Wheatless" Meals
Part of the Time.—"Wasteless"
Meals All the Time**

There was a meeting of citizens at the town hall Saturday night in the interest of food conservation. F. E. Bronson presided. The chairman stated that he had understood that the local churches were already at work in their respective congregations, but that so much importance was attached to the work that he felt that the efforts of the churches should be supplemented by a committee which would district the town and undertake to sign up every family in Wrangell.

Rev. J. S. Clark of the Presbyterian church reported that in his church the work was already in the hands of a committee composed of Mesdames Mason, Benjamin and Bjorge.

Rev. H. P. Corser of the Episcopal church stated that he had turned the matter over to the ladies of St. Philip's guild.

The chairman appointed the following committee to make a thorough canvass of the town: Messrs: F. B. Leonard, H. Gartley, W. H. Warren, Adjutant Hakkirk, F. E. Bronson.

The matter of a meatless day for Wrangell was brought up. A motion prevailed that it be the sense of the meeting that Tuesday be chosen as the meatless day for the hotels and restaurants. Mr. J. G. Grant was appointed to notify the restaurants of the decision of the meeting and to request that they co-operate with the government in its efforts to conserve food by making Tuesday a meatless day. The day Tuesday was decided upon with the understanding that it could be changed should some other day of the week become generally observed throughout Alaska, or if the hotels and restaurants, upon consultation, found that some other day of the week would be more convenient. The only day of the week which would be likely to meet with any opposition as a meatless day would be Friday.

It was learned that W. H. Warren had been offered the appointment as chairman for Wrangell of the volunteer "Four Minute Men." The "Four Minute Men" are volunteers, or men who respond when called upon, to speak at the "movies" from time to time in the interest of food conservation. This is a movement which was inaugurated by the President. It was used to an excellent advantage during the recent Liberty Loan campaign. By a unanimous vote Mr. Warren was urged to cable his acceptance of the appointment as chairman for Wrangell.

The restricted district at Skagway has been closed and the women of the district have left town. There had been a sentiment in favor of closing the district for some time, and when it was found that the women were bootlegging they were arrested and given stiff fines. After paying their fines the women left Skagway for some locality where they would find the environment more congenial.

John Johnson, a brother of Ole Johnson of Wrangell, was on the Mariposa when she was wrecked. He was en route from Valdez to Seattle, and continued his voyage on the Jefferson.

Alfred Berg left Friday on the City of Seattle for Ketchikan where he will spend some time.

ALASKA TIMBER MAY END THE WAR

By LYNN T. WORDEN

(Reprinted from the Alaska Magazine)

While the resources of the Atlantic coast have been directly drawn upon since war was declared, the vast wealth of the Pacific slope has only recently been drafted into national service. Aeroplane warfare—that one variety of attack more deadly than the submarine—is engaging the attention of world armies. Supreme on land and sea alike, secure from the destructive torpedo, a fleet in the air may accomplish the designs of our allied forces. Building material is even now being sought for this enterprise and Southeastern Alaska is contributing spruce lumber especially suited to the construction of aircraft.

The white spruce found on the North Pacific Coast is highly adaptable for aeroplane manufacture. It has the necessary qualifications to withstand vibration, pressure and strain, and its fine close grain makes it superior in strength to ordinary spruce timber. The popular construction of French, English and American aircraft requires tough framework, and for this type selected spruce is used throughout.

Only the finest trees are desired for export to the Atlantic coast and Europe. Specifications submitted by buyers call for clear, straight-grained spruce; flat or vertical grain; five inches and over wide; one foot, three inches and over thick; though better prices are obtained for that eighteen inches wide and two feet thick. The tall monarchs of our northern forests are cut down and trimmed to meet commercial standards. They are loaded on vessels and borne south, to be carried across the continent by rail, where another sea voyage awaits them. If they arrive safely "over there" a winged career is in store for them. Thus "Alaska wood to Liverpool shall come," manned by men of equally straight northern growth.

But this transformation is not made by magic. Back of it we trace the development of a profitable industry, supported and sustained by men of affairs, combined with the aid of workmen in their employ. The logger, searching the vast territory for specimen timber worthy of his axe, the mill, equipped with modern machinery and provided with skilled labor, and the eastern buyer who bargains in the north, ultimately placing his checks are each a part of the system through which demand is supplied.

For Southeastern Alaska, the logical center located in the heart of the spruce belt, is Wrangell. Here the Willson & Sylvester Mill Co., Inc., accept orders for lumber from the Chatham Lumber Co., of New York City, (Pacific Coast office at Seattle), and ship via the Grand Trunk steamers to Prince Rupert, where having passed inspection the cargo is loaded into freight cars for its eastward journey. The last shipment bound for New York left Wrangell June 17, and the Wrangell mill will soon have another ready for a southbound steamer.

It is from Zarembo, Kuiu and Admiralty Islands that the rafts are towed in, for these forest-covered areas have long proved a source of supply for the discriminating logger. Nowhere north of the Straits of Juan De Fuca are such excellent growths discovered, and now that the eyes of the East are turned toward this region, the result will be a scouring of the coast on which the finest timber can be located.

Admiral Peary advocates an

aerial coast patrol for our own country. His plan embraces a tremendous air force with each one hundred miles of coast line guarded by one aero. At this rate 5,000 machines would be required each coast, 2,000 at the lowest estimate. Compared with European powers now engaged in martial struggle Uncle Sam's present air fleet is insignificant. Are we then to be surpassed in this timely industry?

The most effective answer to this problem according to the American code, is to "build aeroplanes." In 1900 we had 700 automobiles in the United States, in 1916, 3,000,000,—this year's output will add considerable to the sum total. It is reasonable to suppose that a nation that does not consider impossibilities may set a pace in aeroplane manufacture hitherto unknown to the world. The first fruits of the increase should be stationed as Admiral Perry suggests.

The advantages of such a proposition are all too obvious. With wireless equipment for each aero, a foreign foe approaching either coast would be discovered at some distance and alarms would vibrate along the arteries of military activity to the center of administrative power. Across the Atlantic the slow gains made by advancing trenches could be multiplied if a sufficient air force were steadily employed. A consistent campaign organized with invasion in view waged with a formidable array of aircraft would aim at internal action and perhaps ultimately destroy the munition storehouses of the enemy.

To accomplish either of these practical suggestions a substantial air fleet must be created. The need of this power for defense has always existed and now that we are conducting offensive measures modern war machines are essential for early success. For our flying ships we therefore demand materials and turn our attention to the most important of these, wood required for structural basis.

For this purpose a long list of North American native woods are found wanting when subject to trial. They fail to furnish the elasticity required or they are lacking in the strength test peculiar to aeroplane needs. The white spruce, especially the variety which the Alaska coast produces, has furnished a solution to the problem that confronts every builder of aircraft.

Sitka spruce, as it is sometimes called, being inured to these latitudes, adapted to the rocky soils wherever the Pacific influences the north coast, is freely distributed throughout Southeastern Alaska, whither commerce drives her legions to seek out and attack it. Whether on island or mainland it cannot be long secure from the patrons of the forests. That there are six creeks, three islands, two capes and a point, bearing the name "Spruce," each endowed perhaps, by a different discoverer, is none the less significant, if it is coincidental.

Zarembo, Admiralty, and Kuiu Islands have kept mill machinery at work for many years. A new mill on the West Coast of Prince of Wales Island recently entered the competition with contracts for aeroplane timber in view. Quantities of desirable trees are being found in new sections but the market continues to remain firm as the demand is increasing daily. The Wrangell Mill retains an order which calls for as much spruce (selected) as they can supply, at brisk prices.

Mr. Chatham's contracts in

England and America are very heavy and for the next nine months and it is likely that he will be unwilling to limit the order until a date far in the future—a date as indefinite as the conclusion time of the war.

Conscription of Alaska spruce timber is welcome news in the north as it helps to sustain an important industry. Instead it might be said to introduce a new one. Nor is the heart of the Chechako untouched by romance. These noble trees, so long an object of admiration for native son and tourist alike, now enlisted in the service of the nation, inspire in him a new reverence for Nature and her miracles.

GASBOAT HELEN TOTAL LOSS

(Petersburg Report)

The eleven-ton gasboat Helen of Wrangell, owned by Richard Hofstad, was wrecked at the north end of Level Island, November 1, at about 11 o'clock in the morning.

A storm was raging at the time, and with engine trouble the craft became unmanageable. Captain Hofstad and his engineer started for shore in a skiff, which capsized, and they were washed ashore.

The disabled gasboat was also soon aground and within a quarter of an hour had pounded to pieces.

The men were unable to signal help from the point where they had stranded, so were forced to spend a night there. The following morning they fixed up the skiff and started out. They were picked up by the halibut boat Lun, Captain Iver Strand, shortly after noon.

Nothing was saved from the wreck of the Helen except the engine. Captain Hofstad estimates the loss, including boat, salt fish, a seine boat which they had in tow, fishing gear, etc., at \$2,000.

Stupid Fish.

Professor Harold Russell, the London zoologist, always rejected the popular yarns about the wonderful things fish will do when put to it. He says they are deaf, dumb and virtually color blind. When the calcareous stones are taken out of the ears of fish they lose all sense of equilibrium and roll about as if crazy. Most fish hunt their food by only defective sight, but the eels by even more defective smell. A conger eel with which Professor Russell experimented devoured with the same avidity fish dosed with cheese, anchovy, camphor, spirits of turpentine and a liberal dose of iodoform.—Manchester Guardian.

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Stikine Tribe No. 5 Impd. Order of Redmen

Meets every Tuesday evening in the Redmen's hall at 7:30 o'clock. Visiting brothers cordially invited.

OSCAR CARLSON, Sachem. L. M. CHURCHILL, C. of R.

Arctic Brotherhood

Camp Wrangell, No. 28

Meets every Wednesday at 7:30 P.M. sharp, at Red Men's Lodge Rooms. Visiting Brothers Cordially Invited

John E. Worden, Arctic Chief. W. H. WARREN, Arctic Recorder.

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subdivide this beautiful
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Beginning at the corner of Church and McKinnon streets thence in a northerly direction 280½ feet to a stake, corner of McKinnon and Reed Streets; thence with Reed street in an easterly direction 174½ feet to a stake, corner to property of F. B. Leonard, and with the line of F. B. Leonard and F. Matheson in a southerly direction 279 feet to Church; thence with Church street, 137½ feet to the place of beginning.

For Particulars See

WILLIAM PATTERSON

At Office of the

Columbia & Northern Fishing & Packing Company

THE WRANGELL SENTINEL

J. W. PRITCHETT, Publisher

\$3.00 PER YEAR, IN ADVANCE
Foreign Countries 50c Extra

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Wrangell, Alaska, post office, under
Act of Congress of March 3, 1879



THURSDAY, NOVEMBER 22, 1917

TERRITORY OF ALASKA
EXECUTIVE DEPARTMENT

A PROCLAMATION

The President of the United States, following the national custom of more than half a century, has designated Thursday, November 29, 1917, as a day of thanksgiving and prayer. The year now drawing to a close, has been fraught with momentous consequences for this nation. We have entered the Great War in behalf of those principles of liberty, freedom and democracy which have been so beneficent in the life of our country; in this our government has been guided by a supreme desire to make the world a safe place for the exercise of those immutable principles of government which, under God, have placed the United States in the front rank of civilized and progressive nations. Our people are being called upon to make great personal sacrifices, and the demand for personal service and effort will largely increase as time passes, but the spirit of unity and unfaltering purpose which actuates them will lead to ultimate and triumphant victory.

Now, therefore, I, J. F. A. Strong, Governor of the Territory of Alaska, do hereby pro-

claim Thursday, the twenty-ninth day of November, as

THANKSGIVING DAY

And while the people of this great republic are facing tremendous responsibilities, and their devotion to its institutions is being put to the test, and though sorrows manifold may visit us as a result of the war, it is most fitting that the people of this Territory should give thanks to Him "who doeth all things well;" and, blessed with plenty ourselves, let us unite in praise of Almighty God for the many favors that have been vouchsafed us as a people, while especially remembering those nations with whom our own is allied and whose people are exhibiting supreme devotion and making the greatest sacrifices in this struggle for humanity and civilization.

Given under my hand and the seal of the Territory of Alaska, in Juneau, the Capital, this twelfth day of November, in the year of our Lord, one thousand nine hundred and seventeen, and of the Independence of the United States the one hundred and forty-second.

J. F. A. STRONG,
Governor.

Was Willing to Go to Sea.

At the time when William L. Chandler of New Hampshire was secretary of the navy Admiral Meade was commandant of the navy yard in Washington. They got into trouble somehow, these two positive gentlemen, and the commandant was summoned before the secretary one day on a matter of importance. The secretary told the commandant that if he kept on, or words to that effect, he should certainly be obliged to punish him by sending him to sea. "Mr. Secretary," said Meade, "I haven't anything to say except that when it is punishment for an officer of the navy to be ordered to sea what is your service coming to? I should like to go to sea, sir. Good day."

Our Salt Resources.

Among the states which possess vast salt resources in one form or another are Michigan, New York, Ohio, Utah and West Virginia, the first named claiming that it has enough salt to supply the whole world several hundred years. But most salt in its natural state is impure and some brines contain barium chloride, which makes it poisonous. The bureau of chemistry at Washington, after careful research, found that such salt can be deprived of its poisonous properties by adding a solution of sulphate of soda, and so large salt supplies of this character which have had a limited use are now made available for general commercial purposes.

BANK OF ALASKA

Alaska's Branch Banking System

An Institution of Strength and Character

CAPITAL \$5,000.00 SURPLUS \$20,500.00

FOUR BANKS:

SKAGWAY · WRANGELL · ANCHORAGE · CORDOVA

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PRESIDENT ANDREW STEVENSON
VICE PRESIDENT ANDREW A. BENTON

Resident Vice President
WRANGELL W. H. WARREN
Resident Vice President
ANCHORAGE J. T. WESTERMAN
Resident Vice President
CORDOVA W. R. HILLERY

Cashier W. L. LANDSBOROUGH Skagway
Auditor B. A. ROSS Anchorage
Ass't Cashier M. McVEAN Cordova

Although an integral part of the one system, each branch has had assigned to it the full amount of Capital required by the Territorial Banking Board for the establishment of a Bank in such a location. Each branch is therefore equipped to serve its customers as fully as any independent bank but with the added strength and resources of the entire institution to draw upon. Furthermore each is responsible to the Territorial Banking Board, is examined and supervised independently and renders its statement direct to the Board. The Bank of Alaska is therefore, because of its double supervision and safeguards, peculiarly "An Institution of Strength and Character."

Everything New, Clean, and Electric Lights and Steam
First Class Heat Throughout

Well Lighted Sample Rooms for Traveling Men

WRANGELL HOTEL

JOHN G. GRANT
PROPRIETOR

FIRST-CLASS BAR AND DINING ROOM IN CONNECTION

Pool, Card
And Billiard Tables

Courteous
Treatment Always Assured



CENTRAL SALOON

Carries Only the Best Line of
Liquors and Cigars the
Market Affords

Our Beer Can't Be Beat

Try it and be convinced

Cunningham & Surset, Proprietor

: CHAS. BENJAMIN :

GROCERIES, HARDWARE, ETC.

FISHERMEN'S SUPPLIES

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WILLSON & SYLVESTER MILL CO., INC.

Manufacturers of all kinds of

Spruce and Cedar Lumber

Salmon Boxes A Specialty

A large stock of building lumber always on hand

Prompt shipment made to any part of Southeastern Alaska

WRANGELL

ALASKA

The City Store

DONALD SINCLAIR, Proprietor

General Merchandise

Trapper's and Fishermen's Supplies
Complete Stock of Trollers Supplies

Waterproof Clothing

Including Giled Coats, Pants, Hats and Aprons—all the best brands of Rubber Boots—Ribano, Gold Seal, Ball Brand, Walrus and Bull's Eye.

For the Motor Boat

Launch Fittings, Batteries, Coils, Spark Plugs, Shipmate Stoves, Gasoline, Naptha and Oils.

Agency for Fisherman Engines

Groceries and Provisions
Clothing and Hardware

The Best Goods at Lowest Prices

The City Store

Wrangell, Alaska

M AND M

An Invitation

To our many patients and their friends of the North we wish to extend to you an invitation to make us a visit in our new and most modern dental office where we are fully equipped to handle any case, it makes no difference how difficult it may be, giving you entire satisfaction and a written guarantee for FIFTEEN years.

Our prices are right and work the best, and as near painless as is possible for good dentistry

M AND M DENTISTS

1604 FOURTH AVENUE
SEATTLE

Advertising Pays

The Velvetina Specialties Are Now Here

"To retain all her beauty is every woman's duty." For sale by the

THE WRANGELL DRUG COMPANY

X-MAS PACKETS FOR SOLDIERS

Local Chapter of the Red Cross
Raises More Than One Hundred
Dollars for This Cause in
Two Days

The Wrangell chapter of the Red Cross raised \$104.00 for Christmas packets for soldiers. By Christmas the United States will have one million men under arms. The Red Cross has, in addition to its many other labors in humanitarian work, undertaken the task of sending each American soldier a Christmas packet filled with good things and good will.

It was possible to have Christmas packets made up for \$1.00 each. When the Wrangell chapter received notice of the undertaking, the time was so limited that it had to hurry and transmit the money by cable as soon as it was raised.

At the meeting of the executive committee Saturday evening a committee was appointed to solicit donations. The committee was composed of Messrs. Harry Gartley, John G. Grant, Fred B. Leonard, Wm Hood, and C. M. Coulter.

ST. PHILIP'S CHURCH, NOV. 25

The Spirit of St. Andrew

Crowded theaters, deserted churches, I. W. W. plots, near reigns of terror. Is there any connection of thought? Is not society today, especially in our large cities, reaping the national fruit of its selfish, reckless indulgence in pleasure.

Men reap what they sow. What are you trying to do to help? The spirit of St. Andrew impels every man to lead some one to the Great Source of Power. Should not the war make you more thoughtful? Come and help in the service.

Thanksgiving Day, Nov. 29.

The President and the Governor have asked us to gather in our churches to give thanks to Almighty God for His goodness to us as a nation. This means you. Are you willing to respond? If so, come and help us in the church Thanksgiving morning at St. Philip's church at 10 a.m.

Notice to Taxpayers

Notice is hereby given that the Municipal Tax Roll of the Town of Wrangell, Alaska, for the year 1917 is now in my possession, and that the said tax is now due.

The said taxes may be paid and the amounts due will be at my office on Front street, Wrangell, Alaska on and after the date of this notice.

All Municipal Taxes for the year 1917 that are unpaid at six o'clock P. M. on December 24th of the said year become then delinquent, and thereafter a penalty of five per cent will be added.

Given under my hand and seal this 15th day of November, 1917.
CHAS. BENJAMIN,
Town Treasurer.

Adjutant Habbirk has received a letter from Rev. C. H. Bergeron, of Bothell, Wash., who is endeavoring to learn the whereabouts of Peter Othelius Hofstad, a Norwegian by birth, and about 35 years of age. Anyone knowing of the young man's whereabouts, or any information concerning him will please communicate with Adjutant H. C. Habbirk, Wrangell.

Wm. Lloyd left on the Prince John for a trip to Seattle.

Local and Personal

J. S. Smith of Craig was an arrival on the Uncle Dan yesterday.

Otto Nicholson of Tokene arrived in Wrangell yesterday on the Uncle Dan.

Ed Grigwire's dandruff treatment is the best on the market. Try it and be convinced.

Fred Breyman of Tokene is in town this week.

Gordon McDonald of Petersburg was in Wrangell this week on business.

H. J. Wallace returned on the Auklet Tuesday evening from Ketchikan where he has been attending court.

Roy Churchill left on the City of Seattle Friday for Seattle.

F. E. Gingrass is now sole owner of the Wrangell Machine shop, and invites you to bring anything to him that needs fixing.

Dr. Emery who has been absent from Wrangell on the West Coast arrived on the Uncle Dan yesterday. Dr. Emery spent the past three weeks at Hydraburg.

John McCallum of Calder is in Wrangell.

Frank E. Moore, superintendent of the Vermont Marble Works at Tokene, is in Wrangell for a few days.

Roy L. Cole of Deweyville is in Wrangell this week.

A member of the Red Cross will be in the town hall between 3 and 4 o'clock Friday afternoon to receive donations for the work.

For the shave and haircut of satisfaction go to Ed Grigwire's shop, opposite drug store.

H. T. Howe, one of the passengers on the Mariposa lost a purse in Wrangell containing \$500. It was found by Lloyd Dalgity who promptly returned it to the owner.

Swan Pearson of Craig was aboard the Mariposa when she was wrecked and in some way got one of his thumbs badly lacerated.

A member of the Red Cross will be in the town hall between 3 and 4 o'clock Friday afternoon to receive donations for the work.

Chips Cole arrived in Wrangell from Juneau on the Jefferson Sunday night.

For Sale—Two room cottage nicely furnished. Inquire of Oscar Carlson.

W. L. Hogue, the merchant of Petersburg was in Wrangell Tuesday.

Have your watch repaired at George Cowan's, opposite the Wrangell hotel bar.

The Red Cross requests that members who do not receive the Red Cross magazine call at the postoffice for same.

Mr. and Mrs. Myer Blum of Valdez are among the Mariposa passengers who are sojourning in Wrangell until there is a boat south.

At the Photoshow last evening Harry Gartley spoke four minutes in the interest of food conservation.

FOR SALE—The hull of the gas screw "Gem" Cedar planking, oak frame; 22 1/2 feet overall; beam, 6 1/2 feet; draws 30 inches. For further information inquire of W. E. Parrot, A. P. A. cannery.

L. M. Churchill was initiated into the Arctic Brotherhood last night.

PYREX

Solves the problem of serving foods direct from the dish in which you bake -- yet with Irreproachable Distinction

Every practical shape and size for baking use is made in Pyrex, the original transparent oven ware. It is easy to wash, and easy to keep clean, for nothing can adhere to the hard, grease-proof and odor proof surface of this durable baking ware.

Casserole	\$1.50 to \$2.00
Pudding Dish	.80 to 1.20
Baking Dish	.80
Custard Dish	.20 to .25
Pie Plates	1.50 to 1.70
Bread Pans	.65
Bean Pot	1.00

F. MATHESON
DEPARTMENT STORE

WRANGELL DAIRY

GLENN DIEMART, Proprietor

Fresh Milk Delivered Morning and Evening

WILLSON & SYLVESTER MILL CO., INC.

Manufacturers of all kinds of

Spruce and Cedar Lumber

Salmon Boxes A Specialty

A large stock of building lumber always on hand

Prompt shipment made to any part of Southeastern Alaska

WRANGELL

ALASKA

: CHAS. BENJAMIN :

GROCERIES, HARDWARE, ETC.
FISHERMEN'S SUPPLIES

Regal Gas Engine Agency

TRAPPERS
Get "MORE MONEY"
Ship Your FURS To
"SHUBERT"
the largest house in the world dealing exclusively in
NORTH AMERICAN FURS, reliable—responsible—safe
Fur House with an unblemished reputation existing for more
than a third of a century. A long successful record of sending
Fur Shippers prompt, SATISFACTORY AND PROFITABLE
returns. Write for "The Shubert Shipment," the only reliable,
accurate market report and price list of its kind published.
Write for it—NOW—IT'S FREE
A. B. SHUBERT, Inc. 25-27 WEST AUSTIN AVE.
CHICAGO, U.S.A.

Presbyterian Church.

Nov. 25, at 7:30 p.m.

Russia, in Prophecy and History, or what will Russia do after the war? Read Ezekiel 38 and 39. Friday evening, will be the study of the 5th chapter of Revelation, the Sealed Book and what it is.

DR. H. T. HARVEY
(Ex-President, Michigan State Board
Dental Examiners)
Pyorrhea Specialist
Diatomaceous
DENTIST
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Nitrous Oxide Gas
All Work
Painless and Guaranteed
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